

EuroFOX 3K TOW

Emergency procedures

5.2 Engine Failure and Emergency landings

5.2.1 Engine Failure during Take Off run

- throttle REDUCE TO IDLE
- ignition OFF
- master switch OFF
- brakes AS REQUIRED

5.2.2 Engine Failure during TakeOff

- airspeed 65 KIAS
- choice of landing site
 - after take-off and up to 150 ft - land in straight direction ahead, if possible
 - over 150 ft choose suitable landing site

The landing site is to be preferably chosen in the runway direction or the nearest suitable site clear of obstacles

- master switch OFF
- ignition OFF
- main fuel valve SHUT
- tank fuel valves SHUT
- flaps EXTEND AS NEEDED
- safety belts TIGHTEN

after touchdown:

- brakes AS REQUIRED

5.2.3 In-flight Engine Failure

- airspeed 65 KIAS

- landing site selection SELECT

- transmit MAYDAY on 121,5, ELT ON, XPDR 7700 - if time permits

check - master switch ON

- ignition ON

- main fuel valve OPEN

- wing tank fuel valves OPEN to tank with more fuel

- throttle SET TO 1/3 OF TRAVEL

- starter START THE ENGINE

If the engine cannot be started up, proceed in accordance with the procedure 5.2.2 .

5.2.5 Carburetor Icing

- carburetors heating ACTIVATE
- airspeed 65 KIAS
- throttle 1/3 of power \approx (3500 RPM)
- if possible, leave the icing area
- increase gradually the engine power to cruise conditions after 1-2 minutes
- if you fail to recover the engine power, land on the nearest airfield (if feasible), or, depending on circumstance, off-airfield, following the procedure given under 5.2.2

5.3 In-flight Engine Starting

- airspeed 65 KIAS
- landing site selection SELECT
- master switch ON
- main fuel valve OPEN
- wing tank fuel valves OPEN to tank with more fuel
- choke SWITCH ON (cold engine only)
- throttle
 - ADJUST to 1/3 of travel
 - IDLE (when choke is activated)
- ignition ON
- starter START UP
- if the engine cannot be started up, increase the airspeed to 75 – 85 KIAS so that air flow can rotate the propeller, thus enabling engine starting.

WARNING

Loss of height needed for in-flight engine starting is about 500 to 650 ft.

5.4 Fires

5.4.1 Engine fire on the ground

- main fuel valve SHUT
- tank fuel valves SHUT
- throttle FULL
- ignition switch off when engine has stopped as all remaining fuel in carburetors was burned
- master switch OFF
- abandon the aircraft and extinguish fire (if possible)
- Fire damage INSPECT

<i>NOTE</i>	Time needed to burn fuel remaining in carburetors after fuel valves are closed is around 30 sec.
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5.4.2 Engine fire during takeoff

- throttle IDLE
- main fuel valve SHUT
- tank fuel valves SHUT
- airspeed 65 KIAS
- brakes STOP
- throttle FULL
- ignition switch off when engine has stopped as all remaining fuel in carburetors has burned
- abandon the aircraft and extinguish fire (if possible) once the aircraft is stopped

5.4.3 Engine fire in flight

- main fuel valve SHUT
- tank fuel valves SHUT
- throttle FULL
- airspeed INCREASE as required to find an airspeed which will provide as incombustible mixture. Do not exceed V_{NE}
- landing site selection guide the aircraft to the nearest airfield, or choose a suitable landing site for emergency landing
- ignition switch off when engine has stopped as all remaining fuel in carburetors was burned
- master switch OFF

- airspeed 65 KIAS
- wings flaps EXTEND AS NEEDED
- safety belts TIGHTEN
- perform emergency landing
- abandon the aircraft and extinguish fire (if possible)

5.4.4 Cockpit or electrical fire

Electrical fires are usually signalled by the odour of burning insulation.

- cockpit door OPEN to remove smoke from the cockpit
- avionics and other switches OFF

Land at the nearest suitable landing site. Consider shutting down the engine (and master switch) once the suitable landing site is reached. Extinguish fire as soon as possible.

5.6 Precautionary Landing

- choose suitable landing site, evaluate wind direction and speed, surface, surrounding obstacles and total safety of the manoeuvre under consideration
- perform approach and fly-over at a speed of 65 KIAS along the selected landing site at a height of 150 ft to estimate the area condition, obstacles and to determine exact landing direction
- Follow normal landings checklist and land

after touchdown

- | | |
|-----------------|-------------|
| - Ignition | OFF |
| - master switch | OFF |
| - fuel valves | SHUT |
| - brakes | AS REQUIRED |

5.7 Blown-Out Tire Landing

- carry out normal approach-to-land
- when flaring at landing, keep the damaged wheel above ground as long as possible using ailerons (or elevator for the nose wheel)
- maintain the direction at landing run, applying rudder

5.8 Damaged Landing Gear Landing

- carry out a normal approach-to-land
- if the nose wheel is damaged, perform a touch-down on main wheels and hold the aircraft nose wheel up as long as possible till the speed is lost.
- if the main landing gear is damaged, perform touch-down at the lowest speed possible and maintain direction at landing run, if possible

5.9 Vibrations or other engine problem

If any forced vibrations appear in the aircraft, it is necessary:

- to set engine speed to such power rating where the vibrations are the lowest
- to land on the nearest airfield, or to perform a precautionary landing off-airfield
- if the vibrations are increasing, carry out an emergency landing off-airfield, following procedures given under 5.2.2

If the oil pressure reduces during a flight, an engine failure is probable. Reduce the engine power and execute a nearest airfield or precautionary landing before the engine failure occurs.

5.10 Inadvertent icing encounter

- carburettor heating ACTIVATE
- throttle INCREASE above normal cruise settings
- course REVERSE or ALTER as required to avoid icing

WARNING

EVASIVE ACTION SHOULD BE INITIATED IMMEDIATELY WHEN ICING CONDITIONS ARE ENCOUNTERED

A prompt action must be taken immediately once icing conditions are encountered. A 180° turn and a climb is usually appropriate. If the airframe ice builds extremely rapidly, consider off-airport forced landing. Approach speed should be increased slightly depending upon icing severity.

5.11 Extreme turbulence encounter

- Airspeed REDUCE to 75 KIAS
- safety belts SECURED
- loose objects SECURED

When an area of extreme turbulence is entered reduce airspeed to approximately 75 KIAS. Do not reduce the airspeed to lower values to prevent the aircraft stalling due to turbulence as well as do not to keep high speed to prevent structural damages to the aircraft.

5.12 Electrical system malfunctions

5.12.1 Indicator of charging is illuminated

When a red light of charging indicator is illuminated no immediate action is required. All avionics and other equipment is powered from the battery, so the power source is limited. Try to switch off instruments not necessary for flight and land at the nearest airfield

5.13 Inadvertent Stall and spin recovery

Stall or spin should not occur during normal aircraft operation and are prohibited.

5.13.1 The following general procedure should be followed should a stall occurs:

- lower the nose by pushing the control stick
- gradually increase power

5.13.2 The following general procedure should be followed should a spin occurs:

- throttle IDLE
- rudder opposite to rotation
- control stick fully pushed

Once the rotation is stopped, central rudder and establish a level flight.